



**US Army Corps
of Engineers®
Nashville District**

Notice to Navigation Interests

Notice No.

Date:

CELRN-OP-N 07-34

3 October 2007

In Reply Refer To:

CELRN-OP-N PO Box 1070, Nashville, TN 37072-1070 (615) 736-5607

SUBJECT: "Self Help" Program and Lockage Procedures at Nashville District Locks

Reference: Notice to Navigation Interests CELRN-OP-N 02-17 dated May 28, 2002, subject as above.


This notice is a reissue of the referenced notice.

1. Industry will be permitted to use the voluntary services of any towboats that are waiting in queue on either end of the lock, to expedite lockages by assisting other tows to land along approach walls, re-arrangement of set-over tows, and pulling out barges of non-powered cuts. Additionally, tows in queue, with the exception of petroleum and hazardous cargo tows, may assist on a voluntary basis by allowing other tows to lie alongside while preparing to lock or making up for departure.
2. When industry is providing the volunteer helper boat, the locking sequence may be changed, if the lockmaster determines it would expedite traffic or improve safe operations.
3. When three or more tows are waiting above or below the lock, a series of tows (usually three) will be locked in the same direction before the procedure is reversed. This procedure will be followed until there are no tows left in queue. The procedure of locking first-come-first-served will be followed when less than three tows are waiting above or below the lock.
4. It will be necessary for tows to follow one another on the guidewall when a series of lockages are being made in one direction. Each tow should be aware of the tow that it follows and be on the guide wall as soon as that tow enters the lock chamber. The Lockmaster may vary this procedure as required by conditions at the lock. While this practice will speed up the lockage process, it is imperative that tows exercise extreme caution.

5. When a workable queue exists, vessels will contact the lock on Channel 13 to advise that they have arrived and are available to assist as a helper boat. Thereafter, information concerning lockage will be broadcast on Channel 14 unless advised otherwise by the Lockmaster. Towboats that do not answer the radio call from the lock will be dropped to the end of the waiting line.
6. All towboats are to stay with their tows while waiting lockage unless volunteering to assist other tows through the lock.
7. No adding or dropping of barges will be allowed once the tow is in queue. Tows requiring a set-over lockage should, when possible, make their set-over prior to entering and after clearing the lock if other traffic is waiting.
8. Participation in the "Self-Help" program is strictly on a volunteer basis for the sole purpose of reducing delay time to industry at Nashville District Locks. The Lockmaster or his representative will call a particular boat by radio and advise of the need for volunteer action indicated above. This advice shall not be considered an order or a direction for action within the authority of the Lockmaster under 33 CFR 207.300. No captain, pilot or other responsible person in charge of the vessel is obligated to respond, except as a volunteer. The United States assumes no liability for the transmission of such advice and shall not be responsible for any consequences of this volunteer action.

All navigators are urged to cooperate fully to accomplish maximum efficiency in transiting all locks in this district. All pilots are requested to provide the necessary number of personnel aboard their vessels to ensure that manpower is available to safely transit the locks.

FOR THE DISTRICT ENGINEER:


for JEFFREY D. ROSS
Chief, Navigation Branch
Operations Division

ARB